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DEPARTMENT OF THE ARMY

HEADQUARTERS, 11TH COMBAT AVIATION BATTALION [1] 8

APO San Francisco 96238

AVGD-BC

SUBJECT: Operational Report, for Quarterly Period Ending 31 Jul 66.  
(RCS CSFOR - 65)

TO:

⑪ 25 Aug 66

⑱ OACSFOR

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⑫ 14 p.

⑲ OT-RD-660153

APR 30 1968

FILE COPY

SECTION I: Significant Organization or Unit Activities

1. In accordance with the provisions of AR 525-24 and USARV Regulation 870-2, the following quarterly report for the period ending 31 July 1966 is submitted.
2. The mission of the 11th Combat Aviation Battalion is to provide general aviation support in the form of airmobile operations, reconnaissance, surveillance, airborne communications, and airlift of personnel and supplies for US Forces, Republic of Vietnam Armed Forces (RVNAF) and Free World Military Assistance Forces (FMAF) in the counterinsurgency role in Vietnam.
3. There were several changes in the organization and command structure of the battalion during this reporting period. At the beginning of the period, the battalion consisted of the I Corps Provisional Aviation Company (UH-1), the 18th Aviation Company (UL-A), the 92nd Aviation Company (CV-2), the 220th Aviation Company (O-1), and the 20th Aerial Surveillance and Target Acquisition Detachment (ASTA) (OV-1). During the period the 20th ASTA Detachment was designated the 131st Aviation Company and reconfigured per TOE 1-128T. I Corps Aviation Company (Provisional) was deactivated and the assets of the unit were absorbed by the 282nd Aviation Company (-). The 282nd Aviation Company was assigned to the 11th Combat Aviation Battalion. Two UH-1 Airmobile Companies, the 161st Aviation Company and the 174th Aviation Company, were assigned to the 11th Combat Aviation Battalion from the 52nd Combat Aviation Battalion.
4. The present organizational structure of the battalion is four fixed wing companies and three helicopter companies. This organization includes one U-1A Company, one CV-2B Company, one OV-1 Company, one O-1 Company and three UH-1 Companies. Due to the wide dispersion of these units, maintenance detachments are attached to each of the helicopter companies, the Otter and Caribou Companies to provide necessary maintenance back-up support. Pertinent information with regard to this command is as follows:

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<u>UNIT</u>	<u>AIRCRAFT</u>	<u>LOCATION CO HQS.</u>
HHD, 14th Avn Bn	2 U-6A	Qui Nhon
18th Avn Co	15 U-1A	Nha Trang
92nd Avn Co	16 CV-2B	Qui Nhon
131st Avn Co	10 OV-1, 1 U-1A	Hue Phu Bai
220th Avn Co	22 O-1	Hue Phu Bai
161st Avn Co	16 UH-1D, 8 UH-1B	Phu Tai
174th Avn Co	16 UH-1D, 8 UH-1B	Phu Tai
282nd Avn Co	16 UH-1D, 10 UH-1B, 1 U-6A	Da Nang

Many of the units have aircraft and crews permanently stationed at other locations to better serve the units they support. These locations are as follows:

<u>UNIT</u>	<u>LOCATIONS</u>
18th Avn Co	Da Nang Pleiku Bangkok
92nd Avn Co	Da Nang Nha Trang
220th Avn Co	Da Nang Hue Citadel Quang Ngai
282nd Avn Co	Hue Citadel Quang Ngai Phu Tai Pleiku

5. A breakdown of flying time, passengers hauled and cargo tons hauled by the units of this battalion for the past three month period is as follows:

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	<u>FLYING TIME</u>	<u>PASSENGERS</u>	<u>CARGO TONS</u>
MAY	5,536	14,893	2,126.1
JUNE	8,903.8	36,147	2,901.9
JULY	10,043.3	39,665	3,330.9
TOTAL	24,483.1	90,705	8,358.9

The marked increase in all statistics during the months of June and July is accounted for by the fact that this battalion assumed operational control of the 161st Aviation Company and the 174th Aviation Company on 1 June 1966 and the 282nd Aviation Company in the latter part of June 1966.

6. Operational control of CV-2 and U-1A aircraft continued to be dictated by USMACV directive 95-4. Priority of allocations is determined and controlled on a daily basis by the Army Operations Center, J-3, USMACV, in Saigon. The following organizations are supported by CV-2B and U-1A aircraft of this battalion:

- I Field Force Vietnam
- Senior Advisor, I Corps
- Senior Advisor, II Corps
- 5th Special Forces Group
- Joint United States Public Affairs Office
- Joint United States Military Advisory Group (Thailand)

Battalion units are required to furnish ten flyable CV-2B and U-1A aircraft each daily. Since support allocations are stabilized for lengthy periods, daily mission coordination is effected directly between aviation companies and the supported organizations.

7. The 14th Combat Aviation Battalion experienced a large turnover of personnel during this quarter. With the battalion totaling 1800 personnel in the 21 units and detachments, and a quarterly turnover of 800 personnel, it was necessary to double the authorized enlisted strength of the Battalion Personnel Section. A levy was placed on the assigned units for enlisted personnel with clerical experience. Incoming clerical personnel were added to reach that total necessary to handle the increased workload. A liaison representative of the Battalion Personnel Section was placed on duty in Qui Nhon to receive replacements, and to arrange transportation and other personnel processing required for persons departing this command. This allowed departing personnel from the outlying units to clear the battalion without making an additional trip to Battalion Headquarters located in the Phu Tai valley. The Battalion Personnel Section was on a seven day schedule during this quarter. During the month of July, it began to work a day and a night shift in order to keep abreast of the personnel replacement volume.



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8. During the month of May 1966, Headquarters, 14th Combat Aviation Battalion moved from Nha Trang to Phu Tai, RVN. In late April 1966, members of the 14th Security Platoon along with supervisory personnel from HND, 14th Battalion, began preparation of the new battalion area. They were assisted by Company A, 19th Engineer Battalion. A considerable amount of grading and earth moving had to be accomplished. The advance party moved to Phu Tai on 10 May and the main body closed on 15 May 1966. The movement of personnel and equipment from Nha Trang to Phu Tai was accomplished by LST and air. All air movement was accomplished by the CV-2B aircraft of the 92nd Aviation Company. Initially, all personnel were billeted in tents. As cement pads were completed and buildings were constructed, personnel were moved out of the tents. The area development plan for Lane Army Airfield calls for construction of sufficient heliport space and cantonment areas to house the 14th Battalion and four Assault Helicopter Companies. The 161st Aviation Company and the 174th Aviation Company are presently co-located at Phu Tai with the 14th Combat Aviation Battalion Headquarters. Both these companies have heliport facilities. A request for engineer support to expand the present heliport lanes in preparation for an augmentation of 7 helicopters to each company has been submitted. A third heliport facility is nearing completion. Construction on buildings is proceeding at a rapid rate in both company areas and in the 14th Battalion Headquarters area. To date, 29 buildings have been constructed under the self-help program and by 30 September 1966, construction should be complete in the 161st, 174th and 14th Battalion Headquarters areas.

9. This unit has been in Combat Support every day of this period (92 days).

10. All units in the 14th Combat Aviation Battalion completed familiarization firing in basic personal weapons during this quarter. Firing will be scheduled by all units on a recurring basis to take care of replacement personnel and those presently assigned who are TDY from their units.

11. The deployment of a new unit from the United States was accomplished in the following manner: The 282nd Aviation Company was activated at Fort Benning, Georgia, by General Order 318, Headquarters, Third United States Army, 7 October 1965, under TOE 1-77E less paragraphs 02 and 03. GO 318 also provided for the activation of the 484th Transportation Detachment (Cargo Helicopter Field Maintenance) organized under TOE 11-500D. Upon arrival in RVN, the company and detachments were assigned to the 14th Combat Aviation Battalion and assumed the mission and resources of the I Corps Aviation Company (Provisional), and 2nd Platoon, 172nd Aviation Company, which were deactivated. The unit's equipment and personnel arrived on the following dates: 12 June 1966, eight (8) UH-1D's arrived in Vung Tau and were flown to Phu Tai.

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TOE vehicles and equipment arrived in Qui Nhon on 26 June 1966. This equipment was trans-shipped to Da Nang by LST. Personnel arrived at Qui Nhon on 10 June 1966, and moved to Phu Tai for in-country processing. Consolidation of personnel and equipment of the 282nd and I Corps Provisional Companies plus Attachments were completed and all excesses were redistributed by the 14th Aviation Battalion within integral units. Excesses beyond battalion requirements were absorbed by 17th Aviation Group. There was no delay in becoming operational since the company command elements superimposed itself on units already operational, and the in-country elements continued to function throughout this processing period. The mission of the 282nd Aviation Company is to provide aviation support to the United States Army advisory effort in the I Corps and II Corps Tactical Zones. To accomplish this mission, the following numbers of aircraft and personnel are located as follows:

<u>LOCATION</u>	<u>PERSONNEL &amp; AIRCRAFT</u>
Da Nang	Company Headquarters, 1st Flight Platoon, Service Platoon, 484th TC Detachment, 504th Signal Detachment. 6 UH-1 and 1 U6A aircraft to support the I Corps Senior Advisor.
Quang Ngai	2 crews and 2 UH-1 aircraft from 1st Platoon supporting 2nd ARVN Division Advisors.
Hue Citadel	2 crews and 2 UH-1 aircraft from 1st Platoon supporting 1st ARVN Division Advisors.
Fleiku Kontum Ban Me Thuot	2nd Platoon with 9 UH-1 aircraft in support of the II Corps Senior Advisor.
Phu Tai Dang Ba Thir	3rd Platoon with 7 UH-1 aircraft supporting the II Corps Senior Advisor.

During the reporting period, the 282nd Aviation Company (I Corps Provisional Company) flew 2,873.8 hours while hauling 56.9 tons of cargo and transporting 20,885 passengers.

## SECTION II: Commanders Observations and Recommendations

### 1. Observations (Lessons Learned):

- a. Personnel. None
- b. Operations. None
- c. Training and organization. None

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d. Intelligence. None

e. Logistics. None

f. Maintenance.

(1) Item: The effect of sand and dust of UH-1 components.

Discussion: Operation in sandy areas results in deterioration of main rotor blades, main rotor hub assemblies, and engine operation. The leading edges of the main rotor blades suffer considerable erosion due to sand abrasion. This contributes to difficulty in attaining span-wise balance when a new blade is matched with one having considerable leading edge wear. Main rotor blade grips begin leaking soon after operations in sandy areas begin. The leakage continues to increase until continued use of the main rotor hub is inadvisable. After exposure to continuous sand infestation the L-11 engine begins to operate at higher steady-state temperatures, some power loss is noticed, and susceptibility to compressor stall increases.

Observation:

(a) When main rotor blade replacement is necessary, attempt to match a replacement blade having a like number of hours to the blade with which it is matched.

(b) Insist on a high state of cleanliness of the main rotor hub assembly. Whenever the main rotor is stopped, the crew chief should be required to remove sand from the area of the grip seals and pitch change links.

(c) The condition of the inlet barrier filters should be a matter of daily interest. The filters should be washed at every intermediate inspection as a minimum, or more frequently when operating in dusty or sandy areas.

(d) At base heliports, every effort should be made to construct "hard-stand" pads, hover lanes, and maintenance ramps.

(2) Item: Failure of avionics equipment in the UH-1 helicopter.

Discussion: RT units in the UH-1 helicopter have failed on several occasions. Upon removal and a check of the equipment, it was learned that these units were water soaked and many circuits were shorting out. It was also learned that the crew chiefs were flushing out the avionics compartment with water while washing the aircraft.

Observation: Crew chief must refrain from washing out avionics compartments. They must also use care while washing

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aircraft to preclude water from entering these compartments through various small holes or locking devices.

(3) Item: Test flight work sheet for CV-2 aircraft.

Discussion: The existing test flight work sheet as published in TM 206-20 is inadequate. Maintenance personnel and test pilots feel that the work sheet, as published, contains items not required, leaves out essential items, and is not in a logical sequence.

Observation: At present, the maintenance officer of the 92nd Aviation Company and his assistants are preparing a test flight profile and worksheet. This new form will satisfy all test flight requirements for the CV-2B aircraft. When the test flight work sheet has been put in final form, a change will be submitted on a DA Form 2025.

g. Area development.

(1) Item: Retaining walls.

Discussion: Initially retaining walls for terraces containing billets and other buildings in the 14th Combat Aviation Battalion area at Phu Tai were constructed using sand bags. This solution proved unsatisfactory as many of the walls washed away with the first heavy rain. At present, stone masonry walls are being constructed which will be permanent and prevent any serious washout during the rainy season. The stone for these walls is being obtained from a nearby river. Cement is more readily available than sand bags or PSP.

Observation: Whenever possible, stone masonry walls should be constructed to prevent serious washout and drainage problems. The masonry walls beautify the area as well as being more functional.

2. Recommendations:

a. Personnel.

(1) Problem: Throughout the Army, Motor Sergeants are authorized only in the grade of SGT E5. The present day motor pool with its mechanically complex vehicles, heavy load of administrative forms and records, and supervisory requirement carries with it a responsibility more demanding than ever before, yet the grade of the company vehicular personnel has remained unchanged. Once a skilled and responsive motor sergeant reaches the grade of SGT E5, he sees no reason for further self-improvement because of the lack of promotion opportunity. Motor Sergeants seldom get the opportunity to move up into ordinance units where additional promotions are available mainly because their talents and skills are so required at

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company level. The same condition exists for wheel vehicle mechanics (MOS 63R20).

Recommendation: That TOE's be changed authorizing a Motor Sergeant in the grade of E6 and that Wheel Vehicle Mechanic slots in the grade of E5, redesignated Senior Vehicle Mechanic, be authorized particularly in TOE 1-76E and 1-77E.

(2) Problem: TOE 1-77E authorizes slots for only two Aircraft Supply Specialists (MOS 76H20). In view of the volume of supply work and programming presently required, this figure is inadequate.

Recommendation: That an additional space be added in the Service Platoon section of TOE 1-77E authorizing a Senior Aircraft Supply Specialist in the grade of E5, with an MOS of 76H20.

(3) Problem: The authorization of one Technical Inspector per airmobile company is inadequate considering the number of flying hours required in a combat zone. Flying hours have a direct bearing on the maintenance load. Inspections alone occupy one Technical Inspector's time, not to mention the technical advice furnished and the administrative work load.

Recommendation: That the Service Platoon section of TOE 1-77E be changed authorizing two Technical Inspectors (MOS 67W20).

(4) Problem: The position of Section Chief, Airfield Service Section, carries an MOS of 67N40 which is more related to aircraft than airfield service. Further, there is no provision for promotion possibilities within the section for MOS 51M20 (Crash Rescue) and MOS 56C20 (Aircraft Fuel Handler) beyond SP4 since MOS 67N40 is not in their field.

Recommendation: That MOS 67N40 of the Airfield Service Section, TOE 1-77E, be changed to a QM MOS which relates to refueling, crash rescue, storage, etc.

(5) Problem: Only one Shop Clerk, MOS 71B20, is authorized under TOE 1-77E. The volume of administration now handled by the Aircraft Maintenance Section is more than one clerk can accomplish.

Recommendation: That one additional space, MOS 71B20 (E4) be added to TOE 1-77E.

(6) Problem: Present policy states that only unit commanders are authorized to sign priority code designators.

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This hampers maintenance operations during the absence of the unit CO and when numerous EDP requisitions must be submitted.

Recommendation: That authorized agents of the unit commander be granted permission to sign priority code designators.

b. Operations. None

c. Training and organization.

(1) Problem: Aviation Battalion Headquarters require organic rotary and fixed wing aircraft for command and control, administration and logistical support of widespread units and air-mobile operations.

Recommendation: That TOE 1-76E be changed to authorize one (1) U6 and one (1) UH-1 in H.H.D. of Aviation Battalion.

(2) Problem: Recommendations have been made in RVN to change aviation unit TOE's, to fulfill requirements in Vietnam. Action has been assured but not forthcoming.

Recommendation: That a high level, in-country study be made of aviation units, and expeditious action be taken to modify TOE's to the requirements in Vietnam.

d. Intelligence. None

e. Logistics.

(1) Problem: Using priorities established in existing regulations and directives has proven to be unsatisfactory. In the ordering and receiving of aircraft spare parts, priorities O2 non-EDP and O5 requests have little or no effect. Since the 161st Aviation Company arrived in Vietnam, approximately 30% of all O2 non-EDP and O5 requests submitted have been filled. In many cases although parts have been ordered on O5 priority 150 hours prior to their needs and O2 non-EDP 10 hours prior to their needs, the parts still had to be obtained by use of an EDP. An example of this are those parts required or expected to be replaced for hot-end inspections.

Recommendation: That more emphasis be placed on filling O2 non-EDP's and O5 priority requests. Since most EDP's can be forecast, many would be eliminated resulting in less down time for aircraft.

(2) Problem: Experience indicates that a need exists for an Ammunition Section within the Supply Section of the Assault Helicopter Company. Much time and effort is expended by personnel

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within the unit in receiving, storing, and breaking down ammunition for use. The large volume of rockets and grenades used by the Gun Platoon makes it essential that trained ammo handlers perform this duty. With all personnel performing in their TOE positions, insufficient personnel are available to handle this vital function during combat assaults.

Recommendation: That augmentation to TOE 1-77E be made for Helicopter Assault Companies authorizing an Ammunition Section within the Unit Supply Section.

(3) Problem: On several platoon size support missions, the airlift platoons of the Assault Helicopter Companies did not have a ground type FM radio to communicate with aircraft. Further, there was no method of maintaining ground-to-ground radio contact with the supported tactical unit on its frequency.

Recommendation: That the TOE of the Assault Helicopter Company be changed to include one PRC-25 radio in each flight platoon, and two in the company headquarters.

(4) Problem: The 92nd Aviation Company has had requisitions in for new roller conveyors for their CV-2 aircraft for six months. The rollers presently in use are so poor it is becoming increasingly difficult for the unit to move cargo over them.

Recommendation: That roller conveyors be made available in the supply system, particularly for CV-2 units operating in Vietnam.

f. Maintenance.

(1) Problem: The prepackaged ASL which accompanied the 174th Aviation Company aircraft from CONUS proved to be inadequate. The prepacked ASL contained 920 line items, however of the 1836 demands to date, only 102 or 6% have been filled from the package.

Recommendation: That the ASL sent with units deploying to Vietnam be computed from the-35P, or from a unit which has been in Vietnam long enough to establish the required rates to accurately determine demand items.

(2) Problem: The prepacked tool packet which accompanied the 174th Aviation Company to Vietnam was well short of the 93% level it was supposed to contain. Repair time was increased significantly due to the absence or insufficient amounts of required tools.

Recommendation: That prepacked tool packets be checked before a unit deploys overseas to insure all required tools are present.

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(3) Problem: Special tools for maintenance of the UH1B/540 rotor head are not available in this command. The mandatory 200 hour interval inspections and necessary maintenance can not be performed without these special tools.

Recommendation: Immediate action be taken to provide UH-1B/540 using units with these aircraft peculiar special tools to perform their required inspections and maintenance. Assure that future aircraft companies assigned in this theater arrive with full special tool allowances.

g. Safety

(1) Problem: The USMC Marble Mountain Air Facility constitutes a hazard to fixed wing operations. The runway is narrow and surfaced with PSP. Considerable erosion of the shoulders of the runway is evident. As the runway parallels the beach, there is always a strong on-shore or off-shore cross wind. The runway surface is extremely slippery when wet. The narrow runway, slippery surface, strong crosswinds and narrow eroded runway shoulders are a hazard to operations.

Recommendation: That action be taken through command channels to surface the PSP runway at Marble Mountain Air Facility with a skid preventing compound.

h. Other

(1) Problem: Base development for units in RVN must be accomplished by the use of troop labor through the "Self-Help Program". Adequate personnel are not available in aviation units to adequately accomplish this work and conduct operations.

Recommendation: Aviation units in RVN should be augmented by a R&U section composed of carpenters, electricians, and plumbers with appropriate tools to perform the mission.

(2) Problem: Generator authorizations for aviation companies in RVN is inadequate to provide lighting for offices and other work areas on a continuous basis in addition to normal electrical requirements.

Recommendation: That each unit be augmented with two (2) 15 kw generators to be used for this purpose.

(3) Problem: The requirement exist within airmobile companies for the movement of large and bulky items of supplies and equipment from storage areas to loading areas (i.e. POL, ammo, misc. supplies). At present, those items must be manhandled on to a truck for transport which is both difficult, dangerous and time consuming.

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Recommendation: That airmobile companies be augmented with a 3000 lb. forklift truck for handling of bulky supplies and equipment.

(4) Problem: Aviation units in RVN are expected to establish permanent bases from which to operate. Units are arriving from CONUS with only minimum tentage on hand to establish these bases. Due to seasonal hazards of rain, wind and dust in RVN, tents are not adequate to be utilized on a permanent basis for administrative facilities.

Recommendation: That each aviation company have included within PCR packages sufficient prefabricated buildings to fulfill administrative building requirements.

*Samuel P Kalagian*

SAMUEL P KALAGIAN

LTC, Infantry

Commanding

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SUBJECT: Operational Report for Quarterly Period ending 31 July 1966

HEADQUARTERS, 17TH AVIATION GROUP, APO San Francisco 96240 25 Aug 66

TO: ACSFOR, Department of the Army, Washington D.C. 20310

1. The Operation Report for the Quarterly Period ending 31 July 1966 submitted by the 14th Aviation Battalion is considered adequate.

2. Recommendations:

a. a(1) thru(5); c(1)(2); e(2)(3); h(2)(3). These recommendations require action by MTOE. The 14th Aviation Battalion has been directed to prepare and forward an MTOE incorporating the above recommendations to this Headquarters not later than 1 Oct 1966.

b. a(6) A letter has been forwarded requesting authority for key personnel other than the unit commander to sign priority code designators.

c. c(1) Concur. This Headquarters is instituting procedures to monitor the utilization and effectiveness of priority designators.

d. e(4) Concur. The 92nd Aviation Company has sufficient roller conveyors to equip 8 of its 16 aircraft. The unit is required to provide 10 flyable aircraft each day. At the present time the lack of roller conveyors does not effect the mission capability of the 92nd Aviation Company. This Headquarters has initiated follow up action on the unfilled requisition so that mission capability of this unit is not impaired.

e. f(1)(2)(3) Concur.

f. g(1) Concur. A request for non-skid paint was forwarded to the 1st Logistical Command on 29 December 1965. On 24 May 1966, 20,000 gallons of non-skid paint were shipped from Saigon to Qui Nhon. The paint was lost in shipment. At this time there is no non-skid paint available. This Headquarters is continuing in its effort to obtain the required paint.

g. h(1) Non Concur. Engineer effort and R & U facilities are programmed to assist in the establishment of base camps.

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h. h(4) Concur.

FOR THE COMMANDER:

*Franklin L. Wilson*

FRANKLIN L. WILSON  
Major, Infantry  
Adjutant

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